



 National Transportation Safety Board <b>FACTUAL REPORT</b> AVIATION		NTSB ID: DEN02LA020		Aircraft Registration Number: N382X	
		Occurrence Date: 01/13/2002		Most Critical Injury: None	
		Occurrence Type: Accident		Investigated By: NTSB	
Location/Time					
Nearest City/Place Grand Junction	State CO	Zip Code 81506	Local Time 1515	Time Zone MST	
Airport Proximity: On Airport		Distance From Landing Facility:		Direction From Airport:	
Aircraft Information Summary					
Aircraft Manufacturer Maule		Model/Series M-5-235C		Type of Aircraft Airplane	
Sightseeing Flight:			Air Medical Transport Flight:		
Narrative					
<p>Brief narrative statement of facts, conditions and circumstances pertinent to the accident/incident:</p> <p>On January 13, 2002, at approximately 1515 mountain standard time, a Maule M-5-235C, N382X, was substantially damaged during a ground loop on landing roll at Grand Junction, Colorado. The commercial pilot, the sole occupant in the airplane, was not injured. The pilot was operating the airplane under Title 14 CFR Part 91. Visual meteorological conditions prevailed for the local flight which had originated approximately 45 minutes before the accident. The pilot had not filed a flight plan.</p> <p>The pilot said that during a touch and go landing, he heard a "bang." The left rudder pedal went to the floor, and the airplane ground looped to the right. The left wing was bent up for the outboard 12 feet of the wing. Postaccident examination of the airplane's left tail wheel steering cable revealed that a swaged attachment had separated.</p>					
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<b>Landing Facility/Approach Information</b>						
Airport Name Walker Field		Airport ID: GJT	Airport Elevation 4858 Ft. MSL	Runway Used 29	Runway Length 10501	Runway Width 150
Runway Surface Type: Asphalt						
Runway Surface Condition: Dry						
Type Instrument Approach: Unknown						
VFR Approach/Landing: Touch and Go						
<b>Aircraft Information</b>						
Aircraft Manufacturer Maule		Model/Series M-5-235C		Serial Number 7021C		
Airworthiness Certificate(s): Normal						
Landing Gear Type: Tailwheel						
Homebuilt Aircraft? No		Number of Seats: 4	Certified Max Gross Wt. 2300 LBS	Number of Engines: 1		
Engine Type: Reciprocating		Engine Manufacturer: Lycoming	Model/Series: O-540	Rated Power: 235 HP		
<b>- Aircraft Inspection Information</b>						
Type of Last Inspection Annual		Date of Last Inspection 07/2001	Time Since Last Inspection 35 Hours	Airframe Total Time 1664 Hours		
<b>- Emergency Locator Transmitter (ELT) Information</b>						
ELT Installed? Yes		ELT Operated? No	ELT Aided in Locating Accident Site? No			
<b>Owner/Operator Information</b>						
Registered Aircraft Owner  Dwain P. Watson		Street Address 669 Jubilee Ct.				
		City Grand Junction	State CO	Zip Code 81506		
Operator of Aircraft  Same as Reg'd Aircraft Owner		Street Address Same as Reg'd Aircraft Owner				
		City	State	Zip Code		
Operator Does Business As:			Operator Designator Code:			
<b>- Type of U.S. Certificate(s) Held: None</b>						
Air Carrier Operating Certificate(s):						
Operating Certificate:			Operator Certificate:			
Regulation Flight Conducted Under: Part 91: General Aviation						
Type of Flight Operation Conducted: Personal						
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			Occurrence Type: Accident							
<b>First Pilot Information</b>										
Name			City		State	Date of Birth	Age			
On File			On File		On File	On File	46			
Sex: M	Seat Occupied: Left		Principal Profession: Unknown			Certificate Number: On File				
Certificate(s): Flight Instructor; Commercial										
Airplane Rating(s): Single-engine Land										
Rotorcraft/Glider/LTA:										
Instrument Rating(s): Airplane										
Instructor Rating(s): Airplane Single-engine										
Type Rating/Endorsement for Accident/Incident Aircraft?					Current Biennial Flight Review? 01/2001					
Medical Cert.: Class 2		Medical Cert. Status: None			Date of Last Medical Exam: 05/2001					
- Flight Time Matrix	All A/C	This Make and Model	Airplane Single Engine	Airplane Multi-Engine	Night	Instrument Actual	Instrument Simulated	Rotorcraft	Glider	Lighter Than Air
Total Time	1361	652	1218	102	68	4	116			
Pilot In Command(PIC)	1194	628	1121	73	56	3	81			
Instructor	158	15	158		10		10			
Last 90 Days	36	7	36				1			
Last 30 Days	6	1	6				1			
Last 24 Hours	2	1	2							
Seatbelt Used? Yes		Shoulder Harness Used? Yes			Toxicology Performed? No		Second Pilot?			
<b>Flight Plan/Itinerary</b>										
Type of Flight Plan Filed: None										
Departure Point		State			Airport Identifier		Departure Time		Time Zone	
Same as Accident/Incident Location					GJT		1430		MST	
Destination		State			Airport Identifier					
Local Flight										
Type of Clearance: None										
Type of Airspace: Class D										
<b>Weather Information</b>										
Source of Briefing: Unknown										
Method of Briefing: Unknown										

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<b>Weather Information</b>					
WOF ID	Observation Time	Time Zone	WOF Elevation	WOF Distance From Accident Site	Direction From Accident Site
GJT	1456	MST	4858 Ft. MSL	NM	Deg. Mag.
Sky/Lowest Cloud Condition: Clear				Ft. AGL	Condition of Light: Day
Lowest Ceiling: None			Ft. AGL	Visibility: 10 SM	Altimeter: 30.06 "Hg
Temperature: 6 °C		Dew Point: -11 °C	Wind Direction: 290		Density Altitude: Ft.
Wind Speed: 16		Gusts:	Weather Conditions at Accident Site: Visual Conditions		
Visibility (RVR): Ft.		Visibility (RVV) SM	Intensity of Precipitation:		
Restrictions to Visibility: None					
Type of Precipitation: None					
<b>Accident Information</b>					
Aircraft Damage: Substantial		Aircraft Fire: None		Aircraft Explosion: None	
Classification: U.S. Registered/U.S. Soil					
- Injury Summary Matrix	Fatal	Serious	Minor	None	TOTAL
First Pilot				1	1
Second Pilot					
Student Pilot					
Flight Instructor					
Check Pilot					
Flight Engineer					
Cabin Attendants					
Other Crew					
Passengers					
- TOTAL ABOARD -				1	1
Other Ground					
- GRAND TOTAL -				1	1
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Administrative Information		
Investigator-In-Charge (IIC) James F. Struhsaker		
Additional Persons Participating in This Accident/Incident Investigation:  Tom R Carman Federal Aviation Administration Salt Lake City, UT 84116		
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